

POCKET GUIDE TO SOUTH AFRICA



TRANSPORT

Transport and its related services is a catalyst for economic growth, and direct and indirect job creation in South Africa. The provision of affordable, safe and reliable transportation of goods and people is critical to the development of the country.

Government boosted transport infrastructure spending to R66 billion in the 2011/12 financial year and is expected to raise it to R80 billion by 2013/14. The improvements are spread across the country, with urban and rural parts expected to benefit from the creation of jobs and tourism opportunities.

Over the next three years, an additional R2,5 billion will be allocated to municipalities for public-transport systems and infrastructure.

Policy and initiatives

The Road Transport Management System (RTMS) is an industry-led voluntary self-regulation scheme that encourages consignees, consignors and road transporters to implement a management system that preserves road infrastructure, improves road safety and increases productivity. The system's key components are load optimisation, driver wellness, vehicle maintenance and productivity. It is designed to show transport companies how to take greater corporate responsibility for road safety.

National Transport Master Plan (Natmap)

The Department of Transport presented Parliament with the R750-million Natmap in 2010, which includes linking Johannesburg to Durban and Polokwane via rapid-train networks.

The plan includes expanding the Port of Saldanha, doubling the Huguenot Tunnel outside Paarl and expanding the Port of Cape Town.

Part of Natmap is to form partnerships with the private sector to help fund the projects and lower the burden on taxpayers.

During 2010/11, the South African National Roads Agency Limited (Sanral) supported 1 084 black-owned small, medium and micro-enterprises. Sanral trained 15 109 people in road-building projects, of whom 4 023 were women, and created about 56 298 jobs of varying lengths across South Africa.



In April 2011, the S'hamba Sonke (Moving Together) roads infrastructure upgrade and maintenance programme was launched in Durban.



Through the S'hamba Sonke Project, locals are recruited to repair damaged secondary, district and municipal roads.

The Department of Transport has set aside R22 billion over the next three years to plug potholes on South African roads. An amount of R6,4 billion was spent on this initiative across the country in 2011/12. The programme created about 70 000 job opportunities across the country in 2011/12.

Cabinet initiated the Natmap in 2007 to develop and establish a multimodal transport system to meet South Africa's needs up to 2050.

Public Transport Strategy (2007 – 2020)

The Public Transport Strategy aims to accelerate the improvement in public transport by establishing integrated rapid public-transport networks (IRPTNs), which will introduce priority rail corridors and Bus Rapid Transit (BRT) systems in cities.

The essential feature of the Public Transport Strategy is the phased extension of mode-based vehicle recapitalisation into IRPTNs. These networks comprise an integrated package of rapid rail, BRT, taxi and metered taxi priority networks, especially in major cities. The strategy is expected to improve public-transport services for over half the country's population.

Full special needs and wheelchair access for all trunk-corridor rail- and road-vehicles will also be implemented.

Over the past six years, the department invested over R48 billion in BRT systems and more than R9 billion rolling out IRPTNs.

Electronic National Traffic Information System (eNaTIS)

In February 2011, South Africa extended the use of the eNaTIS to Namibia to help reduce car theft and cross-border crimes between the two countries.

The two countries signed a Memorandum of Understanding to formalise the agreement. Authorities from the two countries would be able to access driver and vehicle details. This would also prevent stolen vehicles being registered in both

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countries, and drivers could be held accountable for fines issued for traffic violations across the border.

By October 2011, South Africa's vehicle population was 10 156 186, according to the eNaTIS.

Through the eNaTIS, the department is able to eliminate duplicate vehicle registration and cloning.

Public entities

The following entities report to the Minister of Transport: Passenger Rail Agency of South Africa (Prasa), the South African National Roads Agency Limited (Sanral), South African Maritime Safety Authority, Cross-Border Road Transport Agency, South African Civil Aviation Authority, Road Accident Fund, Credit Card Driving Licences, Railway Safety Regulator, Road Traffic Management Corporation, Road Traffic Infringement Agency, Air Traffic and Navigation Services Company, Airports Company South Africa (Acsa) and the Ports Regulator.

Transnet Limited

Transnet is a focused freight-transport and logistics company wholly owned by the South African Government. It comprises the following operating divisions:

- Transnet Freight Rail (TFR) – the freight rail division
- Transnet Rail Engineering – the rolling stock maintenance business
- Transnet Port Terminals – manages port and cargo terminal operations in the country's leading ports
- Transnet Pipelines – the fuel and gas-pipeline business manages the storage of petroleum and gas products through its network of high-pressure, long-distance pipelines

In March 2011, OR Tambo International Airport was named the best airport in Africa at the 2011 World Airport Awards in Denmark. The awards were based on 11,38 million survey questionnaires completed by over 100 different nationalities of airline passengers in 2010/11, covering more than 240 airports across the globe.



The survey evaluates traveller experiences across 39 different airport service and product factors – from check-in, arrival and transfer through to departure at the gate.

OR Tambo International Airport was also acknowledged as one of the three most improved airports worldwide.

During Transport Month in October 2011, 6 336 unroadworthy public transport and freight vehicles were taken off the roads, with the majority (1 821) being buses, mini-buses and trucks removed in Mpumalanga. This was part of the Department of Transport's National Rolling Enforcement Plan.



More than 46 402 fines were issued to public-transport and freight drivers, and 1 460 public-transport and truck drivers arrested, including 196 for drunk driving, 25 for excessive speed, eight for reckless and/or negligent driving, 877 for overloading, 73 for false documents and 281 for other offences.

From 31 August to 30 October 2011, as part of the department's pre-December holiday traffic law-enforcement operations, 623 469 public-transport vehicles were stopped and checked; 2 207 mini-buses, 885 buses and 1 699 trucks discontinued from use for being in an unroadworthy condition; 93 945 fines issued for various public-transport offences; more than 2 653 public-transport drivers arrested, including 371 for drunk driving, 1 947 for overloading, 91 for excessive speed, 28 for reckless and/or negligent driving and 154 in connection with public-transport permits.

- Transnet National Ports Authority (TNPA) – responsible for the safe, effective and efficient economic functioning of the national port system, which it manages in a landlord capacity.

Revenue at Transnet increased to R38 billion in 2010/11.

Transnet projects that it will create over 5 000 jobs in the next five years. By June 2011, the entity employed 55 519 people and estimated that the number would increase to 61 520 by 2016. This projected increase can be directly attributed to government's New Growth Path.

Road transport

South Africa has the longest road network of any country in Africa.

Sanral is responsible for the design, construction, management and maintenance of South Africa's national road network of some 16 170 km.

The toll-road network comprises about 19% (3 120 km) of the national road grid. During 2010/11, Sanral spent R738 million of its operating costs on 1 900 km of toll roads. Over the same period, capital expenditure on toll roads to strengthen and improve roads, and to build new facilities, amounted to R7 billion.

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About 1 288 km of the tolled sections of the national road have been concessioned to private companies to develop, operate and maintain.

In 2009, Sanral awarded construction contracts worth R18 billion.

Between 2010 and 2015, R75 billion is to be used for road infrastructure, maintenance and upgrading; with an additional R3 billion budgeted for the Expanded Public Works Programme (EPWP) access roads, all of which are attempts by government to alleviate traffic congestion.

The Department of Transport identified the lack of dedicated funding for road maintenance, poor asset management and capacity challenges in municipalities and provinces, and underinvestment in the maintenance of road infrastructure as the causes of poor road conditions. It plans to develop a ringfencing mechanism by creating a fund to source additional funding for maintenance.

The following road functions have been addressed countrywide:

- 510 988 m² road surface resealed
- 321 km road regavelled
- 182 629,69 m² blacktop patching
- 80 304 km blading.

Minibus taxis are responsible for 65% of the 2,5 billion annual passenger trips in urban areas, as well as a high percentage of rural and intercity transport.

Buses and trains account for 21% and 14% respectively of all public transport.

Bus Rapid Transit

Tshwane and Johannesburg have rolled out Phase A of the BRT system. In February 2011, the former Minister of Transport, Mr Sibusiso Ndebele, and the City of Johannesburg handed over Phase 1A Bus Operating Company of the Rea Vaya BRT system to the taxi industry shareholders.

In May 2011, Johannesburg's Rea Vaya BRT was honoured with an Encouragement Award for promoting the use of public transport in Johannesburg at the Public Transport Congress, hosted by the International Association of Public Transport in Dubai, United Arab Emirates.

Rea Vaya buses transport an average of over 30 000 people to and from work daily. The buses give residents of Soweto

The Gautrain, Africa's only high-speed train, became fully operational between Pretoria and Johannesburg in August 2011.



The Gautrain's first leg, a link between Sandton and OR Tambo International Airport, opened in June 2010, three days before the city hosted the opening match of the 2010 FIFA World Cup™.

This landmark initiative is supported by a network of feeder buses serving most of its 10 stations.

The Gautrain can travel at speeds of 160 km/h, enabling commuters to make the trip from Johannesburg to Pretoria in less than 40 minutes.

and the southern parts of Johannesburg direct access to the inner city and surrounding areas. The buses run at regular intervals on dedicated lanes, combating traffic congestion and improving the quality of public transport.

In 2012/13, R5 billion was allocated to the BRT programme.

Passenger Rail Agency of South Africa

Prasa was formed when the operations, personnel and assets of the South African Rail Commuter Corporation, Metrorail, Intersite Property Management Services, Shosholoza Meyl and long-distance bus service, Autopax, merged.

Over the past five years, Prasa has invested over R40 billion in passenger rail infrastructure and services in South Africa. This involved R23 billion in the Gautrain Project and almost R13 billion on rehabilitating Prasa coaches and signalling systems.

Prasa transported 476 million passengers in 2010/11, excluding passengers during the 2010 FIFA World Cup™. Of these passengers, 99,1% used commuter rail, 0,3% Shosholoza Meyl and 0,6% Autopax long-distance buses.

It used a commuter fleet of 4 589 motor and trailer coaches, 124 locomotives and 1 214 long-distance rail coaches, and

In April 2012, the Minister of Transport formally invited manufacturers of rolling stock in South Africa, and all over the world, to submit their bids to win the right to build 7 224 metro coaches, estimated at R123 billion. These are modern trains that will be built in South Africa with the aim of revitalising the country's rail engineering industry, promoting local manufacturing, creating an estimated 65 000 jobs and developing a new generation of railway workers, in the form of engineers and artisans.



Three South African women have set the standard in Africa by becoming the first black female marine pilots on the continent to gain open licences, enabling them to navigate ships of all sizes and types into local waters.



Precious Dube, Bongiwe Mbambo and Pinky Zungu, who are three of only five female marine pilots in South Africa, are tasked with guiding ships through dangerous or congested waters, such as harbours.

The marine pilot acts as an adviser to the captain, who maintains legal, overriding command of the vessel.

The three women are products of Transnet's National Ports Authority development scheme, which has been encouraging more equitable participation in the maritime sector since the 1990s. Transnet offers aspirant students bursaries to complete a national diploma in maritime studies – specialising in navigation, and a national diploma in marine mechanical engineering. These courses can be taken at the Cape Peninsula and Durban universities of technology.

570 long-distance passenger buses with 15 247 employees across 489 commuter stations and 71 long-haul stations in South Africa.

Transnet Freight Rail

TFR, the largest operating division of Transnet, has as its primary purpose the transportation of rail freight. Core freight activities account for about 95% of its revenue.

Transnet Ltd, operating and controlling South Africa's major transport infrastructure, is also responsible for ensuring that the country's transport industries operate according to world-class standards. Forming an integral part of the southern African economy, Transnet:

- moves 17% of the nation's freight annually
- exports 100% of the country's coal
- exports 100% of the iron ore
- has annual revenues of over R14 billion
- will, over the next five years, invest R35 billion in capital
- has 25 347 employees systemwide.

The company maintains an extensive rail network across South Africa that connects with other rail networks in the sub-Saharan region, with its rail infrastructure representing about 80% of Africa's total.

The number of passengers accommodated at national airports grew from 16,8 million in 2008/09 to 18,3 million in 2011/12, at an average annual rate of 3%, and is expected to grow to 23 million in 2014/15 at a rate of 7,7%. The number of aircraft landing at airports throughout South Africa increased from 279 515 in 2008/09 to 290 648 in 2011/12, at an average annual rate of 1% and is expected to increase to 340 285 in 2014/15, growing at an average annual rate of 5,7%.



Civil aviation Airports Company of South Africa

Acsa owns and operates the nine principal airports, including the three major international airports in Johannesburg, Cape Town and Durban. The others are domestic airports in Bloemfontein, Port Elizabeth, East London, George, Kimberley, and Upington.

Other airports in South Africa include Lanseria (Midrand), Gateway (Polokwane), Nelspruit and Kruger (Mpumalanga).

The airports handle over 98% of the country's commercial air traffic.

South African Airways (SAA)

SAA is the largest air carrier in Africa, with OR Tambo International Airport being on the busiest routes in Africa. Nearly 75% of air-traffic activity in Africa takes place in the region.

South Africa has a number of airlines flying between its major cities, and to some of its smaller ones, with fares ranging from first-class to cut-price economy. Flights can be booked online from anywhere in the world. Eight major domestic airlines operate in the country, as well as a number of smaller charter airline companies.

Ports

The TNPA is the largest port authority on the continent. It owns and manages South Africa's ports at Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town, Saldanha and Ngqura.

The TNPA provides suitable infrastructure as a conduit for the country's imports and exports. As port landlord, it is responsible for:

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- developing and managing port properties
- developing, advising and implementing national port policies
- providing and maintaining port infrastructure (i.e. breakwaters, seawalls, channels, basins, quay walls and jetties), and the sustainability of ports and their environments
- coordinating marketing and promotional activities for each port.

The TNPA also has a control function, which includes:

- providing vessel-traffic control and navigational aids
- licensing and leasing terminals to operators
- monitoring the performance of port operators
- ensuring the orderly, efficient and reliable transfer of cargo and passengers between sea and land.

Commercial ports play a crucial role in South Africa's transport, logistics and socio-economic development. About 98% of South Africa's exports are conveyed by sea.

The National Ports Regulator, which was established in terms of the National Ports Act, 2005, is responsible for the economic regulation of the ports system, in line with govern-

South Africa is located on a coastline of just under 3 000 km. The country has jurisdiction over about one million square kilometres of economic exclusive zone, and a search-and-rescue responsibility spanning a 27-million square kilometres zone, covering a vast sea room up to the polar continent of the Antarctic, including a part of the Southern Ocean. A major part of world trade depends on South Africa's coastal waters. The country is situated on a major sea route, which facilitates the safe and secure movement of about 500 million tons of crude petrochemical sea trade. This represents over 30% of the world's petrochemical production.



The country's ports handle over 430 metric tons of varied cargo types, carried on over 9 000 ship calls each year. In addition, thousands of merchant ships, fishing and commercial vessels and hundreds of special platforms transit or visit South Africa's ports every year.

South Africa's Centre for Sea Watch and Response, which houses the Maritime Rescue Coordination Centre and the Standby Salvage Tug Programme, responds to over 40 marine incidents a month, with the standby tug assisting hundreds of transiting ships in distress annually, some incidents occurring far out in the polar Antarctic region.

ment's strategic objectives to promote equity of access to ports and to monitor the activities of the TNPA. The regulator also promotes regulated competition, hears appeals and complaints and investigates such complaints.

The adoption and implementation of measures to enhance maritime security have resulted in South Africa being fully compliant with the International Ships and Ports Security Code since July 2004.

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